





## Intimations.

BY SPECIAL APPOINTMENT.

## WATKINS &amp; CO.,

SOLE AGENTS in HONGKONG and the EMPIRE OF CHINA.

SCOTT &amp; ROWNE, LD.

Scott's Emulsion and Plasters.

THOMAS DEECHAM.

Beecham's Pills, &amp;c.

BOVRIL, LIMITED.

Bovril and B-vill Wine.

BERKEFELD CO., LIMITED.

Tap and House Filters.

SPECIAL TERMS OFFERED TO DEALERS.

G. ANVILLE &amp; CO.

"Essence" Field and Powder.

FRANCIS &amp; CO., LIMITED.

(Nine Elms Brand) Portland Cement.

THEO. RICKSECKER.

Perfumes and Toilet Requisites.

COLUMBIA CHEMICAL CO.

Animal Extracts, &amp;c.

WATKINS &amp; CO.,

66, Queen's Road Central.

## Intimations.

## A. S. WATSON &amp; CO.,

LIMITED.

ESTABLISHED A.D. 1841.

## WINES AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

## PRICE LIST.

with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

**SHERRY**.—Excellent Dinner and After Dinner. Wines of very superior Vintages. All are true Xeres Wines.

**CLARET**.—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents, as is generally the case with Cheap Wines.

**BRANDY**.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

**WHISKY**.—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES AND SPIRITS to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

**A. S. WATSON & CO., LD.**  
THE HONGKONG DISPENSARY.  
Hongkong, 16th January, 1896.

## The Hongkong Telegraph

HONGKONG, THURSDAY, JANUARY 16, 1896.

## ANOTHER P. W. D. FIASCO.

Can any one furnish an explanation of the undoubted fact that the individuals at present administering the Government of Hongkong appear to muddle everything they undertake, that hardly anything is done as it ought to be done, and that there are such repeated displays of thoughtlessness, precipitancy, want of consideration, and sometimes, offence? Look, for instance, at the prosecution of Mr. MANNERS for riding on the Wong-nel-chong Recreation Ground; a prosecution which has put him to expense in defending himself and has caused him considerable loss of time and annoyance. It is difficult to say what he was charged with. At first, apparently, it was with a breach of an order by the Governor in Council dated 3rd May, 1892, forbidding all riding in the space enclosed by the Race Course without special permission from the Government, until further orders, and when it became evident that that charge was unsustainable, with using the ground in some unauthorized way in breach of the Rules and Regulations of the 7th November 1892, which sanctions riding for the purpose of playing polo on Mondays and Fridays. Mr. Tooker did not know, when he appeared in Court the other day, which were the Polo days, so was a little indefinite in his specification. Mr. MANNERS, in fact, rode into the Recreation Ground on a Saturday, to have a look at the state of the ground for polo. We believe his so doing inconvenienced some golf players and one of them complained; hence the prosecution. When the complaint was made, what simpler than to write either officially or privately to the supposed offender and call attention to the Ordinance and the Regulations under it and give a caution? Every one knows that in Hongkong such a communication would have received, if well founded, every attention. Nothing of the sort could be done however. The P. W. D. was the Department concerned, and it is most severe in its enforcement of the law to the very letter without much regard for the spirit of it. Poor Mr. Tooker was peremptorily ordered to get out a summons under Ordinance 8 of 1870, and to proceed with vigour. It is quite clear, that no solicitor was consulted by the Department before proceedings commenced—no solicitor could have failed to notice that all Regulations, to be binding, must be posted in a conspicuous place at the entrance to the Grounds where none could fail to see them, and to have asked if the Rules were so posted before advising action. Was permission or authority asked from the Governor or from the Colonial Secretary

for this prosecution? We should hope not, and we think it might well be made a rule that no proceedings of this nature should be instituted by the non-legal departments of the Government without such sanction. The members of the Department directly concerned usually are incompetent to judge in their own case and lose their tempers over such matters. The case at the hearing broke down entirely and Mr. Tooker was sent away to get a little legal advice, and this morning Mr. MANNERS gets the letter which is published in another column. Not a word of apology for the trouble given is mentioned, and we may well believe that no one will take the trouble to examine the existing Rules and Regulations for the management of the Ground, and see if they do not need some reconsideration and revision to meet the altered circumstances. The Government ought to take some steps to clear up the doubt about the order of May 1892, and let the public know whether it is still in force or not. The Government ought further to detail some responsible officer whose duty it shall be to see that the Regulations are habitually adhered to by the frequenters of the Ground. We say "habitually" because it is and always has been the Government fashion in Hongkong to make Rules and Regulations and only to enforce them by fits and starts—sometimes with long intervals between. And it is another very bad habit to induce the Legislative Council to pass Ordinances in general terms authorising the Governor in Council to regulate all details by Orders in Council, and then no Orders in Council are ever made! The recent quarrels between the P.W.D. and local architects, about matcheds for example, very fairly illustrate this.

**REUTER'S MESSAGES.**  
**GREAT BRITAIN AND GERMANY.**  
January 14th.  
The German Press is becoming more moderate, and the tension between the two countries is abating.  
**THE MEKONG QUESTION.**  
A settlement of the Mekong Question is imminent, Great Britain giving France the territory to the East of the Mekong.  
**THE TRANSVAAL.**  
The Transvaal Volksraad has resolved to largely increase its military force.  
**LOCAL AND GENERAL.**  
**THE CERTIFICATED OFFICERS' BILL,** which became law in the United Kingdom on the 21st instant, is published in *extenso* in another part of this issue.  
**A REGULAR MEETING** of the Perseverance Lodge, No. 1165, will be held in the Freemasons' Hall, Zetland Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

At the Harbour Master's office this morning another sailor of the *Highland Forest* was sentenced to one week's hard labour for refusing duty. The man claimed to be sick, but the doctor certified that "Jack" was "O.K." hence the issue of an order for free board and lodging in Thomson's Retreat.

**CHIEF JUSTICE** Sir Fielding Clarke and Lady Clarke were seen of this morning by the English mail by a large number of friends and sincere well-wishers. The Hon. Wm. Goodman was to-day sworn in as acting Chief Justice, and Mr. H. Z. Pollock will act as Attorney-General in his place. Mr. Carrington, the newly appointed Chief Justice, is expected to leave British Guiana about the end of this month for London, where he may remain for a while prior to sailing for the Far East.

**A CRICKET MATCH,** The Hongkong Cricket Club v. The Garrison, will be commenced to-morrow and be continued on Saturday, the 18th instant. The eleven will be constituted as follows:—

**H. K. CRICKET CLUB. THE GARRISON.**  
C. M. Fitch G. D. Campbell, H.K.R.  
E. W. Maitland Capt. Dyson, A.P.O.  
F. Maitland Rev. G. Vallings  
J. A. Lawson G. Paley, R.B.  
T. S. Smith C. W. Knox, R.B.  
A. S. Anson C. Percival, R.B.  
R. A. Hancock Capt. Eccles, R.B.  
A. Anderson Sir M. J. Johnston, A.M.S.  
Sergeon Read, R.N. R. Alexander, R.B.  
T. Sheldorf, R.N. S. E. Holland, R.B.  
R. F. Lammert R. Green, R.B.

By the courtesy of Major the Hon. E. Noel and the officers of the Rifle Brigade, the band of the Regiment will play on the ground on Saturday afternoon.

We are in receipt of more '96 calendars, etc., setting forth the prominent features of various Insurance Companies, who in this useful manner remind their constituents of the advantages they offer. A large wall calendar from the Commercial Union Assurance Co., Ltd., shows that this Company has invested funds amounting to three and a quarter million sterling, and that it has a local Consulting Committee, with headquarters in Connaught House. The Northern Assurance Company, for which Messrs. Bradley & Co. are the Hongkong agents, also sends a handsome wall calendar. Messrs. S. P. David & Co., send us a pretty calendar on behalf of the South British Fire and Marine Insurance Co., of which they are the agents. The Standard Life Assurance Co., send us, through Messrs. Dowell Carrill, & Co., a most useful as well as ornamental combined blotting book and diary, wherein is set forth, in a very small space, much interesting information regarding the company's history and business generally. Messrs. Grimaud & Co., Paris, have forwarded us an old fashioned comic almanac, illustrated by Caran d'Ache, the comic parts of which are diversified by particulars of the firm's specialties.

The Chinese Chamber of Commerce, erected on an eminence near the Civil Hospital, well drained, lit with gas throughout, elegantly furnished, and from which a splendid view of the whole harbour can be obtained, was thrown open to the public this afternoon, and will be formally opened, at 2 a.m. to-morrow, when the interesting ceremonies to be performed can, we understand, be witnessed by any one who is disposed to look in. A representative of the *Telegraph* was courteously shown over the premises this afternoon by Mr. Ho Amel, the public-spirited Chairman, and found them to be in every way a credit to the Chinese community. He was surprised to find, however, that the fresh water supply had been cut off, the water pipe connecting with the main in Hospital Road having been cut by order of the Water Authority. Upon inquiry our representative ascertained that Mr. Cooper refused to give any reason for his action, and the consequences is that the Secretary of this long needed and highly creditable institution has to send a long way for water. This is not as it should be.

**THE REV. G. HEBER JONES,** Sub-Editor of the *Korean Repository*, called here to-day on his way home from the capital of the beleaguered kingdom which is sometimes dubbed the "Land of Morning Calm," presumably because the unfortunate and ill-governed natives hope that some day peace and the blessings of true civilisation will take the place of the turmoil, tyranny, darkness and barbarism which now rides rampant throughout the land. Mr. Jones reports that the last state of Korea seems to be worse than the first, and that the problem of who shall be tutor and guardian of the Kingdom seems as far off a satisfactory solution to-day as it was ten years ago, though many of the high officials are credited with the desire to see the political and social affairs of the Kingdom placed on a sound basis. After a brief sojourn at his home in the United States Mr. Jones, who is a passenger by the *Kaiser-i-Hind*, will return to Korea to resume the useful educational work among the natives which he and his friend Mr. Appenzeller, the Editor of the *Repository*, have so successfully initiated in the capital of King Li Hui's dominions.

For really interesting news of ourselves we have to go far afield—even to Los Angeles, California, where the ancestral tablets of Colonel John Bradbury are to be found. The gallant Colonel passed through Hongkong a few months ago on a lightning-speed round-the-world trip. He paid his way like a man; put up at all the best hotels in the universe, and travelled like a real live prince on "crack" English, German, French and American mail steamers. When he got home after braving the dangers of the deep and seeing all the magnificent sights (including the Hongkong clock-tower, the Post Office, Pedder's Wharf and the D. P. W.) of the Gorgeous East, scores of irrepressible interviewers hunted him up. The Colonel was found in a bad humour—very bad no doubt—be said little and thought less, and the result was the following "yarn," which, in these dull times, will doubtless be accepted as the Balm of Gilead by the hungry myriads of the hosts of Israel when they were taking a trip across the Garden of Eden or the deserts of Arabia or something. Anyway, that doesn't matter, but this is just what was wired from Los Angeles by a reporter who dashed breathlessly into a telegraph office to get his hair-raising news first on the wires and on the road to the leading cities in Uncle Sam's realm of the West.

Colonel John E. Bradbury, the young millionaire, who left three months ago with his wife to make a tour of the world in ninety days, on a wager, has returned two days too late to win the thousands which he had at stake. They lost two days by missing the west-bound steamer at Southampton. At Hongkong, while in their sedan chairs, their coolies were attacked by American arms, won the fight, "backed up by American arms!" For shame, Colonel Bradbury! How could such a great general looking back as you tell such a great big fib?

FOR "A" tobacco, cigars and cigarettes apply to Messrs. Kelly and Walsh—*vide ad.*

A REGULAR MEETING of the Alice Memorial and Melrose Hospitals begs to acknowledge with thanks the undermentioned donations to the funds of the Hospitals:—  
Penny Gold ..... \$40  
S.S. Namoo's Fines ..... 4

**THE NOVOBY TRAMPS** (St. Petersburg) complains that there are too many Germans in the provinces on Russia's Eastern frontier, and regards their presence as a source of danger in case of war. It is not only that the German element settled there for centuries increases much faster than the Russian element, but there is also a strong immigration from Prussia. The paper advocates laws prohibiting foreigners from purchasing land.

Of the measures to be submitted to the Diet, that which attracts keenest attention, after the Army and Navy Bills, is, says *Japan's Mail*, the Bill relating to the State monopoly of the sale of leaf tobacco. The British possessors by the Government in drawing up the scheme has, it is said, been to make the system as simple as possible. All the leaf grown in the country is to be delivered to the Government at prices fixed by the latter, and sold out to the manufacturers at specified rates. The intending growers are to send in by the end of April each year notices of the area of land to be devoted to the cultivation of tobacco, and must obtain the permission of the Government. In order to regulate the supply of the leaf, the Government will reserve the power of limiting, at its discretion, the area of land to be devoted to growing tobacco. The delivery of the produce to the Government is to be effected before the end of March each year. Although the grower is not to be allowed to hold back any part of the produce either for his own use or for sale, that restriction is not to be applied to the case of leaf intended for exportation. In that case, the grower may, with the permission of the Government, sell his produce to others. The accumulation, and sale of the leaves are to be effected by special offices established for the purpose at convenient places throughout the country, and the new system is to come into force on and after the 1st of Jan., 1898. Since, however, with putting it into operation the existing Tobacco Tax Regulation are to be abolished, so that the sale of manufactured tobacco will thenceforth not require the use of any stamps, a fund for the purchase of the leaf is to be created, to which end a special measure will be introduced under the title of "Project of Law relating to the Tobacco Leaf Monopoly Fund."

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## THE HONGKONG GOVERNMENT AGAIN.

## THE TOOKER V. MANNERS CASE.

DEAR MANNERS.—As it has been decided not to proceed further with the case against you for riding on the Wong-nel-chong Recreation Ground I think it only right to inform you of the fact in order to save you the trouble of appearing in Court to-day.

Yours truly,  
H. P. TOOKER.

Hongkong, 16th January, 1896.  
[We publish this letter at Mr. MANNERS' request, and our references to it and to the case with which it is connected are to be found in another column.—ED. H.K.T.]

## COLLAPSE OF A ROOF AT THE MOSQUE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR.—The roof of an outhouse in the compound of the "Mosque," used as a rest-house for poor Mussulman travellers, fell in at 12 o'clock last night through dry rot, severely injuring three of the inmates, who were rescued from being buried in the debris by the assistance of several Portuguese gentlemen residing in the neighbourhood. One of the sufferers would have been suffocated had it not been for the timely succour rendered. Not being a witness of the unfortunate accident, I have no knowledge of the names of those gentlemen. I therefore request you to publish this as an acknowledgment and thanks for the services they have rendered.

Yours faithfully,  
A. FUCKEERA,

For Committee of Management.  
Hongkong, January 16, 1896.

## THE CERTIFICATED OFFICERS' BILL.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR.—Where are the Boys (I was going to say the Old Brigade, but I mean of the B. M. M. O. A.) who should keep steadfast and march shoulder to shoulder if they intend to do any good for themselves and the profession they belong to? Where is the first Secretary, who was the life and backbone of the whole affair? I ask these questions on receiving a copy of a Bill (Certificated Officers) to amend the *Merchant Shipping Act of 1894*. What are they doing to see that the Bill shall be enforced in this Colony and at Shanghai, where the law regarding mercantile shipping has been disregarded in the past.

The Bill came into force at home on the 1st January 1896—when will it become law in Hongkong?

I leave these questions to be answered by those interested and enclose a copy of the Bill. Thanking you in anticipation for space in your valuable columns,

I remain, etc.,  
THE MAN ON THE LOOK-OUT.

Hongkong, January 16th, 1896.

## A BILL TO AMEND "THE MERCHANT SHIPPING ACT, 1894."

## MEMORANDUM.

The object of the *Certificated Officers Bill* is to increase the safety of life and property at sea, diminishing the number of vessels in charge of persons who have not proved themselves qualified for the performance of their duties, and who may be colour-blind and ignorant of the regulations for preventing collisions at sea.

Under the existing law, the largest cargo vessels may trade anywhere on the coast of the United Kingdom and to the Continental Ports between Brest and the River Elbe without having a single certificated master or mate on board.

The Bill lowers the tonnage limit for the employment of certificated officers to 50 tons. It provides that the largest class of vessels shall carry a certificated mate.

It provides that only British-born or naturalised British subjects shall be allowed to hold certificates as master, mate, or engineer, or licenses as pilot.

It further ensures that where the certificate of competency of a master, mate, or engineer is suspended or cancelled abroad, the officer shall have the same certainty of being able to appeal against the decision as the existing law allows to an officer whose certificate is suspended or cancelled in the United Kingdom.

It further relieves a master of a British ship from his personal liability for the wages of the crew of his ship, a liability which is incurred by no other class of British subjects holding a similar position in other ports.

## THE BILL.

Be it enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:—

I.—(1) This Act may be cited as the *MERCHANT SHIPPING (Certificated Officers) Act, 1896*.  
(2) This Act shall be construed as one with the *Merchant Shipping Act, 1894*, and this Act and that Act may be cited collectively as the *Merchant Shipping Act, 1894*.

II.—In this Act, unless the context otherwise requires, the term "British possession" means any territory or place situate within Her Majesty's dominions, and not forming part of the United Kingdom or of the Channel Islands or Isle of Man, and also all territories and places under one legislature, as hereinafter defined, are deemed to be one British possession for the purpose of the Act.

The term "legislature" includes any person or persons who exercise legislative authority in a British possession, and where there are local legislatures as well as a central legislature means the central legislature only.

The term "British ship" shall mean any ship or vessel registered in the United Kingdom, or in any part of Her Majesty's dominions, whether foreign owned or engaged in the home trade.

III.—This Act shall be proclaimed in every British possession by the Governor thereof, as soon as may be after he receives notice of this Act, and shall come into operation in that "British possession" on the day of such proclamation. This Act shall commence and come into operation in the United Kingdom Channel Islands, and Isle of Man on the first day of January one thousand eight hundred and ninety-six.

IV.—Every British foreign-going ship, every British home-trade passenger ship exceeding fifty tons burden and not requiring or holding a passenger certificate, who goes to sea from any place in the United Kingdom, or elsewhere, and every foreign steamship carrying passengers between places in the United Kingdom shall be provided with officers duly certificated under this Act according to the following scale:—

(1) In any case with a duly certificated master.  
(2) If the ship is of fifty tons burden or upwards, with at least one officer besides the master holding a certificate not lower than that of Only Master in the case of a foreign-going ship, or of Mate in the case of a home-trade passenger ship.

(3) If the ship is of five hundred tons net register or upwards, with at least the first and second mate duly certificated, and if the ship is of one thousand tons net register tonnage or upwards with at least the first, second, and third mate duly certificated.  
(4) If the ship is a foreign-going steamship of one hundred nominal horse-power, or upwards, with at least two engineers, one of whom shall

## Today's Advertisements.

**PERSEVERANCE LODGE OF**  
HONGKONG, No. 1165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on WEDNESDAY, the 16th instant, at 8.30 for 9 o'clock precisely. Visiting Brethren are cordially invited to attend.  
Hongkong, 16th January, 1896. [118]

**VICTORIA LODGE**  
OF HONGKONG, No. 1026.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on WEDNESDAY, the 22nd inst., at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.  
Hongkong, 16th January, 1896. [148]

**ST. JOHN'S CATHEDRAL.**

THE ANNUAL GENERAL MEETING of the SPATHOLDERS and SUBSCRIBERS' HALL, Zetland Street, on WEDNESDAY, the 22nd instant, at 4.30 P.M., for the purpose of receiving a Statement of Accounts and electing the Lay Members of the Church Body and the Auditor for 1896.

**CHARLES FORD,**  
Hon. Secretary.

Hongkong, 16th January, 1896. [149]

**THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.**

NOTICE is hereby given that the SEVENTH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the COMPANY'S OFFICE, Victoria Buildings, on THURSDAY, the 30th January, 1896, at 12 o'clock (NOON), for the purpose of receiving the Report of the Board of Directors, together with a Statement of Accounts for the Twelve Months ending 31st December, 1895. The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY the 25th January to THURSDAY the 30th January, 1896, (both days inclusive), during which period no Transfer of Shares can be registered.  
By Order of the Board,  
A. SUTTON HOPPER,  
Secretary to the  
Hongkong Land Investment and Agency Company, Limited.  
Agents for the  
Kowloon Land and Buildings Co., Ltd.  
Hongkong, 16th January, 1896. [153]

**KELLY & WALSH, LD.**

**CIGARS. TOBACCO.**  
**CIGARETTES. CIGARS.**  
**TOBACCO. CIGARETTES.**  
GOOD QUALITY AND CONDITION GUARANTEED.  
Hongkong, 16th January, 1896. [158]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

FOR SHANGHAI, VIA SWATOW.  
(Taking Cargo and Passengers at through rates for CHEFOO, HANKOW and PORTS on the YANGTZE.)  
THE Company's Steamship  
Captain H. Moore, will be despatched as above TO-MORROW, the 17th instant, at 4 P.M.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 16th January, 1896. [151]

**NIPPON YUSEN KAISHA.**

FOR BOMBAY.

THE Company's Steamship

"WAKANOURA MARU,"

will be despatched for the above Port on SUNDAY, the 19th instant, at Daylight.

For Freight or Passage, apply to  
NIPPON YUSEN KAISHA,  
Hongkong, 16th January, 1896. [155]

**NIPPON YUSEN KAISHA.**

FOR SINGAPORE, COLOMBO AND BOMBAY.

THE Company's Steamship

"IDZUMI MARU,"

will be despatched for the above Ports on SUNDAY, the 19th instant, at Daylight.

For Freight or Passage, apply to  
NIPPON YUSEN KAISHA,  
Hongkong, 16th January, 1896. [156]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

FOR NINGPO AND SHANGHAI.

(Taking Cargo and Passengers at through rates for CHEFOO, HANKOW and PORTS on the YANGTZE.)  
THE Company's Steamship  
Captain Renny, will be despatched for the above Ports on SUNDAY, the 19th instant, at 4 P.M.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 16th January, 1896. [157]

**NIPPON YUSEN KAISHA.**

FOR SINGAPORE, COLOMBO AND BOMBAY.

THE Company's Steamship

"WAKANOURA MARU,"

will be despatched for the above Port on SUNDAY, the 19th instant, at Daylight.

For Freight or Passage, apply to  
NIPPON YUSEN KAISHA,  
Hongkong, 16th January, 1896. [155]

**NIPPON YUSEN KAISHA.**

FOR SINGAPORE, COLOMBO AND BOMBAY.

THE Company's Steamship

"IDZUMI MARU,"

will be despatched for the above Ports on SUNDAY, the 19th instant, at Daylight.

For Freight or Passage, apply to  
NIPPON YUSEN KAISHA,  
Hongkong, 16th January, 1896. [156]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

FOR NINGPO AND SHANGHAI.

(Taking Cargo and Passengers at through rates for CHEFOO, HANKOW and PORTS on the YANGTZE.)  
THE Company's Steamship  
Captain Renny, will be despatched for the above Ports on SUNDAY, the 19th instant, at 4 P.M.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 16th January, 1896. [157]

**NIPPON YUSEN KAISHA.**

FOR SINGAPORE, COLOMBO AND BOMBAY.

THE Company's Steamship

"WAKANOURA MARU,"

will be despatched for the above Port on SUNDAY, the 19th instant, at Daylight.

For Freight or Passage, apply to  
NIPPON YUSEN KAISHA,  
Hongkong, 16th January, 1896. [155]

**NIPPON YUSEN KAISHA.**

FOR SINGAPORE, COLOMBO AND BOMBAY.

THE Company's Steamship

"IDZUMI MARU,"

will be despatched for the above Ports on SUNDAY, the 19th instant, at Daylight.







## Auctions.

## GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on MONDAY, the 20th day of January, 1896, at 3 P.M., are published for general information. By Command, J. H. STEWART LOCKHART, Colonial Secretary's Office, Hongkong, 4th January, 1896.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 20th day of January, 1896, at 3 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Shaikwan West, in the Colony of Hongkong, for a term of 75 years. PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measure	Containing	Annual R.	Use
1	10	Shaikwan West	112/200	110	15/20	86

## Announcements.

MR. CHADWICK KEW, (LATE OF PATE & NOBLE.) HAS OPENED his Dental Rooms at No. 62, QUEEN'S ROAD CENTRAL, a few doors from Messrs. GAUPP & Co. TEETH filled permanently from \$1.00 upwards. CROWN and BRIDGEWORK inserted and TEETH EXTRACTED.

PLATES A SPECIALITY. Hongkong, 7th June, 1895.

## TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats; as FOUL WATER is the cause of much sickness on board ship. We are the only Water-Boat Company in Hongkong exclusively supplying FILTERED WATER.

## CAPTAIN "W."

J. W. KEW & Co., STEAM WATER-BOT CO., 18, PRINCE CENTRAL.

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on hand.

J. DENIS, HENRY MOUNIE & CO. COGNAC. ESTABLISHED 1836.

TRADE MARK. COGNAC. HALL.

BRANDY OF EXCEPTIONAL PURITY AND EXCELLENCE.

Proprietors of large Vineyards and Distilleries.

Apply to—PIERRE MARTY, Esq., Hongkong, M. OPPENHEIMER & Co., Paris, Agents.

A CURE FOR ASTHMA!!! GRIMAULT'S INDIAN CIGARETTES

Asthma people who suffer from oppression in breathing, stifling sensations, hoarseness, loss of voice, nervous coughs, lung troubles, colds, with wheezing, bronchitis, insomnia, catarrhal affections, and difficulty in expectoration, are promptly relieved by these Cigarettes.

GRIMAULT & Co., Paris, Sold by all Chemists.

GRIMAULT'S Matico Capsules AND INJECTION

Matico Injection is used in recent and chronic catarrhs of the bladder, urethra, and prostate.

GRIMAULT & Co., Paris, Sold by all Chemists.

Shipping.

STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

(Following the S.S. "ANNANDALE" and "TEVIOTDALE.")

THE Steamship

"FALLOON HALL," Captain Kilvert, will be despatched for the above Port on or about 23rd instant.

For Freight, apply to SHEWAN & Co., Hongkong, 6th January, 1896.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ACHILLES," Captain Harvey, will be despatched as above on THURSDAY, the 23rd instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th January, 1896.

## Shipping.

## STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE AND PENANG.

THE Company's Steamship

"AMARA," Captain D. Smith, will be despatched as above TO-MORROW, the 17th instant, at 4 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 14th January, 1896.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOERABAYA.

THE Steamship

"H. PEH," Captain Quill, will be despatched on SATURDAY, the 18th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th January, 1896.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

THE Company's Steamship

"HOHENZOLLERN," Captain P. Wetlin, will leave for the above Ports on or about SUNDAY, the 19th instant.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 13th January, 1896.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"KARLSRUHE," Captain H. Walter, due here with the outward German Mail about the 18th instant, will leave for the above place about 24 hours after arrival.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 13th January, 1896.

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.

(Subject to Alteration.)

As follows:—

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"ASLON," will be despatched hence for VICTORIA, B.C., and PORTLAND, OREGON, via KOBE and YOKOHAMA, on TUESDAY, the 21st instant.

Consular Invoices of Goods for United States Ports should be in QUADRUPPLICATE, and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to SHEWAN & Co., Agents.

Hongkong, 15th January, 1896.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON AND LIVERPOOL DIRECT, VIA PORTS OF CALL.

(Calling at ILOILO.)

THE Company's Steamship

"CHINGWO," James G. G. Commander, will be despatched as above on or about the 22nd instant.

For Freight, apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 14th January, 1896.

FOR KOBE (DIRECT).

THE Steamship

"RHODORA," Captain Williams, will be despatched for the above Port on THURSDAY, the 23rd instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 16th January, 1896.

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"ETON," Captain Brophy, will be despatched as above on or about THURSDAY, the 23rd instant.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 15th January, 1896.

"SHIR" LINE OF STEAMERS.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE," Captain Vyvyan, will be despatched for the above Ports on TUESDAY, the 28th instant, instead of as previously advertised.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 14th January, 1896.

FOR NEW YORK, VIA SUEZ CANAL.

(Following the S.S. "PC" NYEMUS.")

THE Steamship

"LENNOX," will be despatched about 4th February.

S.S. "PORT ADELAIDE," will be despatched about 18th February.

S.S. "GAZEE," will be despatched about 4th March.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 4th January, 1896.

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Steamship

"THALES," Captain H. Bathurst, will be despatched for the above Ports TO-MORROW, the 17th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers.

Hongkong, 16th January, 1896.

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"BENLOMOND," Captain McLinton, will be despatched as above on or about the 17th instant.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 3rd January, 1896.

FOR SINGAPORE, THURSDAY ISLAND AND SYDNEY.

THE Steamship

"AMUR," Captain C. Meay, will be despatched as above on SATURDAY, the 18th instant.

For Freight or Passage, apply to STOLTERFORTH & HAGAN, Agents.

Hongkong, 14th January, 1896.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"MENMUIR," Captain Craig, will be despatched for the above Ports on MONDAY, the 27th instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions throughout the voyage.

A Stewardess and a duly qualified Surgeon are carried.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 14th January, 1896.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA PORTS OF CALL.

THE Company's Steamship

"KAISOW," E. Warrall, Commander, will be despatched as above on or about the 20th instant.

For Freight, apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 14th January, 1896.

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 L.L. American Ship

"DANIEL BARNES," Rogers, Master, will load here for the above Port, and will be despatched on or about the 13th February.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 14th January, 1896.

FOR NEW YORK.

THE 3/3 A.I. American Ship

"JOHN R. KELLEY," Captain Chapman, having arrived, will load here for the above Port, and will have quick despatch.

For Freight, apply to ARNHOLD, KARBEG & Co., Agents.

Hongkong, 21st November, 1895.

FOR SAN FRANCISCO.

THE 100 A.I. British Ship

"BROCK CASTLE," Ferguson, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN & Co., Agents.

Hongkong, 5th December, 1895.

## Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from aboard.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant, will be subject to sale.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th instant or they will not be recognized.

All broken, chafed, and damaged Goods are to be taken to the Godowns, where they will be examined on the 14th instant at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 10th January, 1896.

## "BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENALDER," FROM ANTWERP, LONDON AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant, will be subject to sale.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th instant or they will not be recognized.

All broken, chafed, and damaged Goods are to be taken to the Godowns, where they will be examined on the 14th instant at 11 A.M.

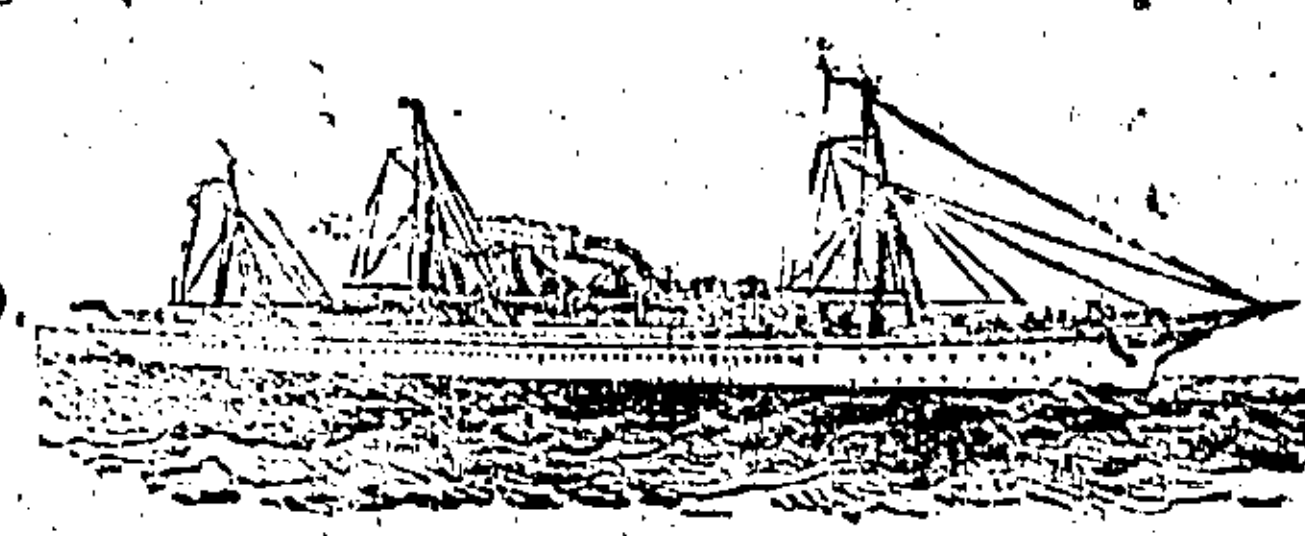
No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 10th January, 1896.

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896.



1896.

SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—4000 Tons—12,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 22nd January, '96

EMPRESS OF INDIA...Comdr. H. Pybus, R.N.R...WEDNESDAY, 19th February, '96.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 18th March, 1896.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 6 months, 1200.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Paddis's Street.

Hongkong, 25th December, 1895.

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belge (via Nagasaki, Kobe, Inland Sea & Yokohama) Saturday, 1st Feb., at Noon.

Cable (via Nagasaki, Kobe, Inland Sea & Yokohama) Tuesday, 3rd March, at Noon.

Galle (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 21st March, at Noon, 1896.

THE Company's Steamship

"BELGIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on SATURDAY, the 1st Feb., 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China, and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 14th January, 1896.

## NOTICE.